

Chicago Safe Routes to High School (SRHS)



Theodore Roosevelt High School Recommended Improvements

March 14, 2014

Presentation Outline

- Goals
- Related Programs
- Project Location/Area
- Existing Conditions
- Improvement Types
- Proposed Plan
- Project Schedule
- Next Steps



Project Goals

- Promote walking and biking to school
- Increase safety for school children
- Raise safety awareness among drivers
- Improve pedestrian, bicycle and traffic designs
- Decrease vehicular speed
- Engage the community in support of pedestrian safety
- Use engineering, education, and enforcement



Related Programs

- CDOT
 - Chicago Pedestrian Plan
 - Chicago Streets for Cycling
 - Chicago Forward Agenda
 - Complete Streets Design Guidelines
 - Child Safety Zones
 - Walk to Transit
 - Aldermanic Menu Program
 - Sidewalk-RCMA Program - ADA ramps
 - Traffic Signal Program
 - Arterial Street Resurfacing
 - Streetscapes
- IDOT
 - Congest Mitigation and Air Quality (CMAQ) Improvement Funding



Chicago Safe Routes to High School

Streets for Cycling 2020

Streets for Cycling Plan 2020

Bikeway Network



City of Chicago - Rahm Emanuel, Mayor
Department of Transportation - Gale Klein, Commissioner

Legend

Neighborhood Bike Route (310 Miles)

Shorter routes that utilize neighborhood streets to connect Crosstown Bikeways and provide access to local destinations, such as parks, schools, transit, and neighborhood retail, as well as residential areas. Many of these streets are already conducive to bicycling so the amount of new infrastructure required will vary from block to block.



Crosstown Bike Route (275 Miles)

Long, continuous routes on commercial streets that connect neighborhoods, major destinations and local bikeways. The majority of the protected bike lanes in Chicago will be located along Crosstown Bike Routes.



Spoke Route (60 Miles)

Chicago's most direct routes in and out of the downtown area for bicyclists. These streets will be reimaged over the next eight years to provide bicyclists with the safest, quickest and most comfortable accommodations possible.



Existing Bike Lane or Marked Shared Lane

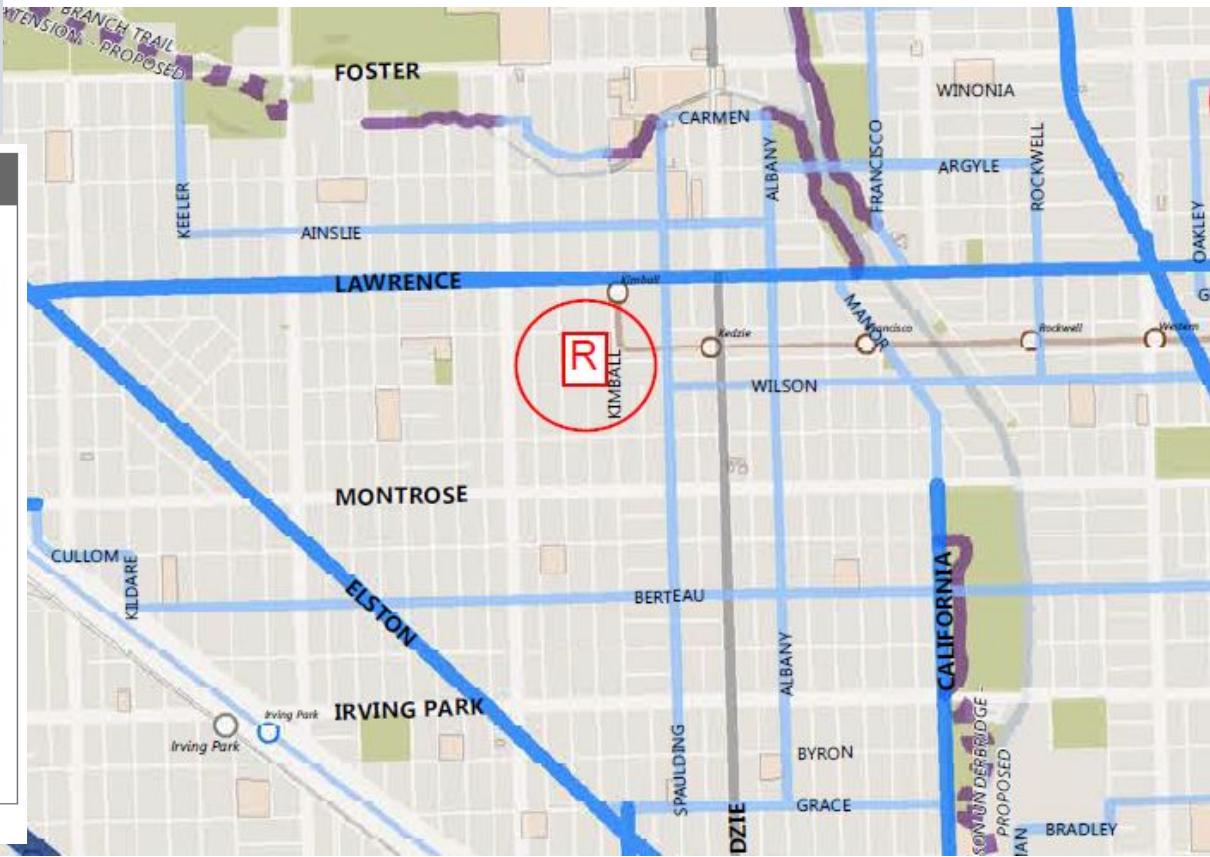
Existing Off-Street Trail

Proposed Off-Street Trail

Open Space/Cemetery

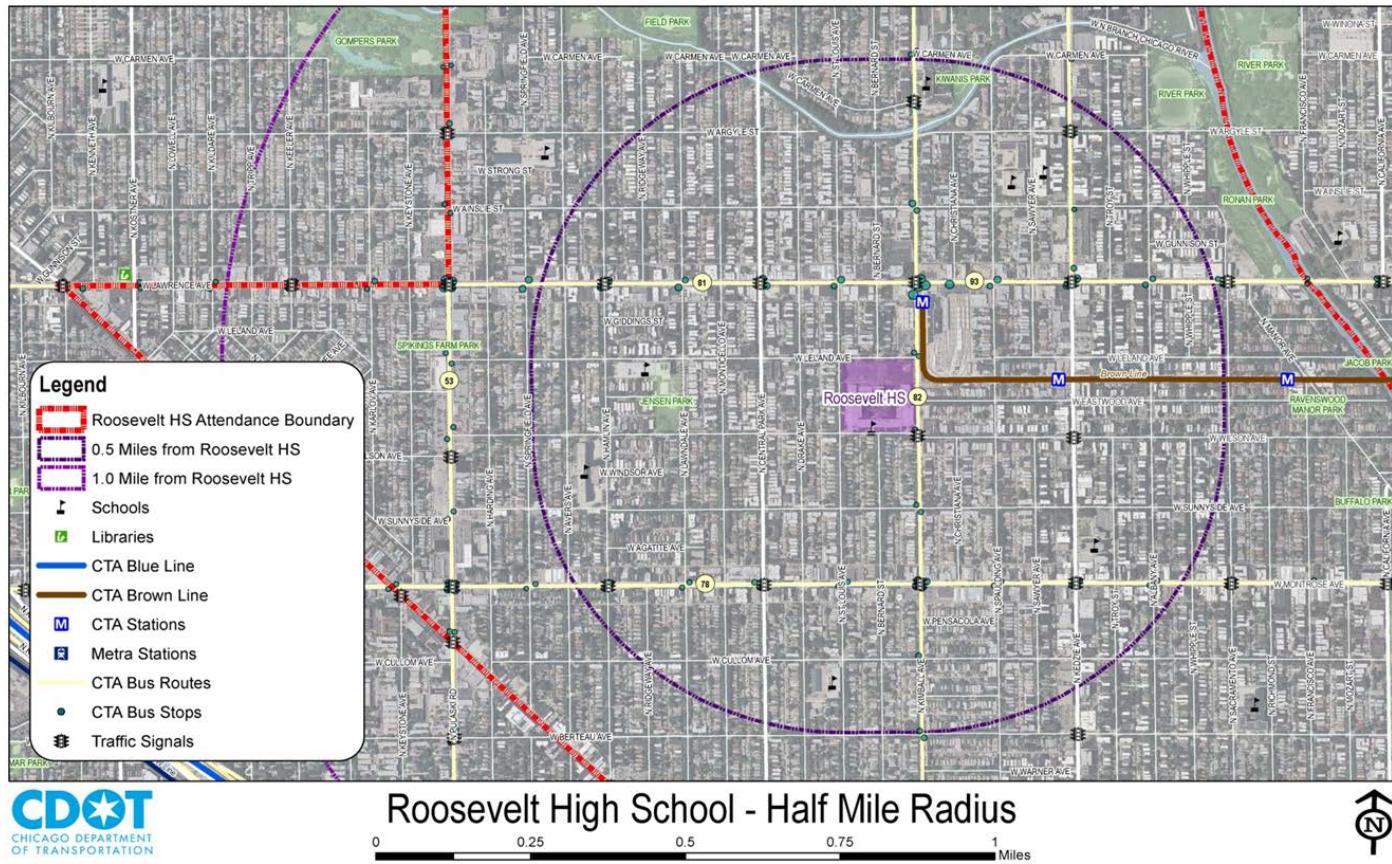
College Campus/School Grounds

The City of Chicago does not maintain jurisdiction over several streets identified in this plan.
All locations are subject to change until final review and approval from the Illinois Department of Transportation and the Cook County Highway Department.



Project Area

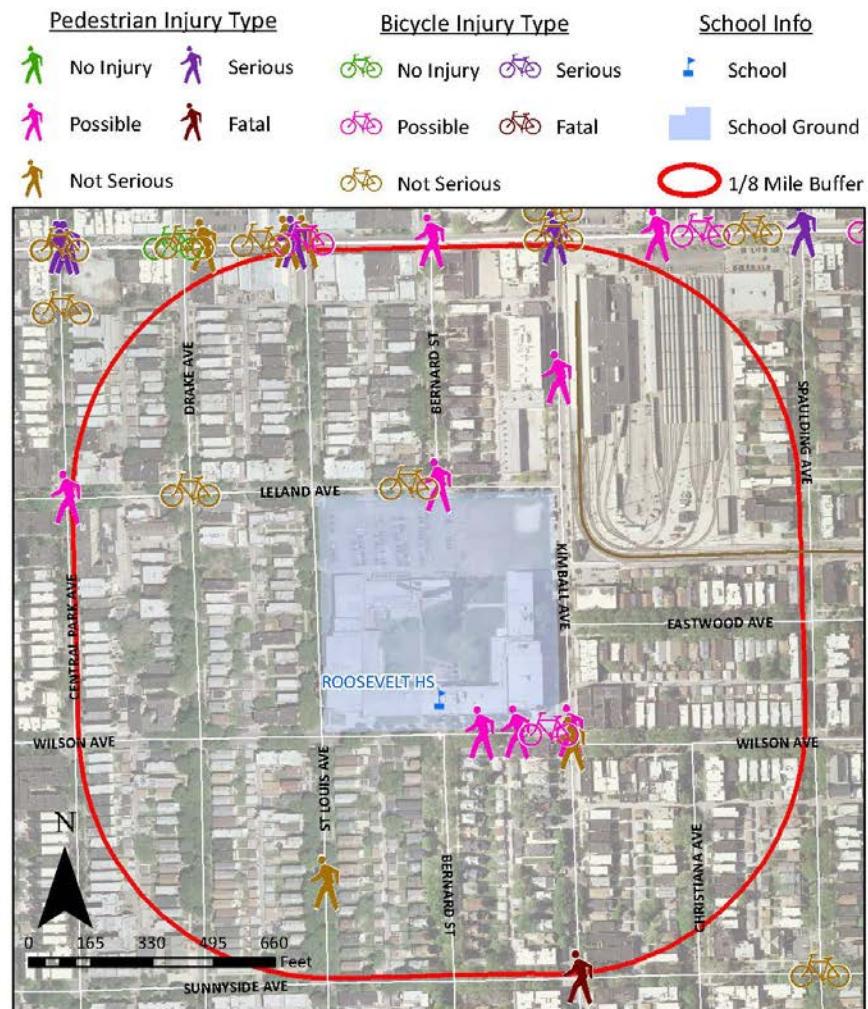
- Evaluated at $\frac{1}{2}$ mile distance for pedestrian walking considerations
- Evaluated at 1 mile distance for biking considerations
- Improve safety especially on Arterial and Collector Streets



Background Selection

- 10 high schools and elementary schools selected around the city.
- The area around Roosevelt had a higher frequency of pedestrian and bicycle crashes than areas around comparable schools.
- School administrators expressed an interest in participating in the program.

Roosevelt HS Ped & Bike Crash Map
2009 - 2011 Crash Data



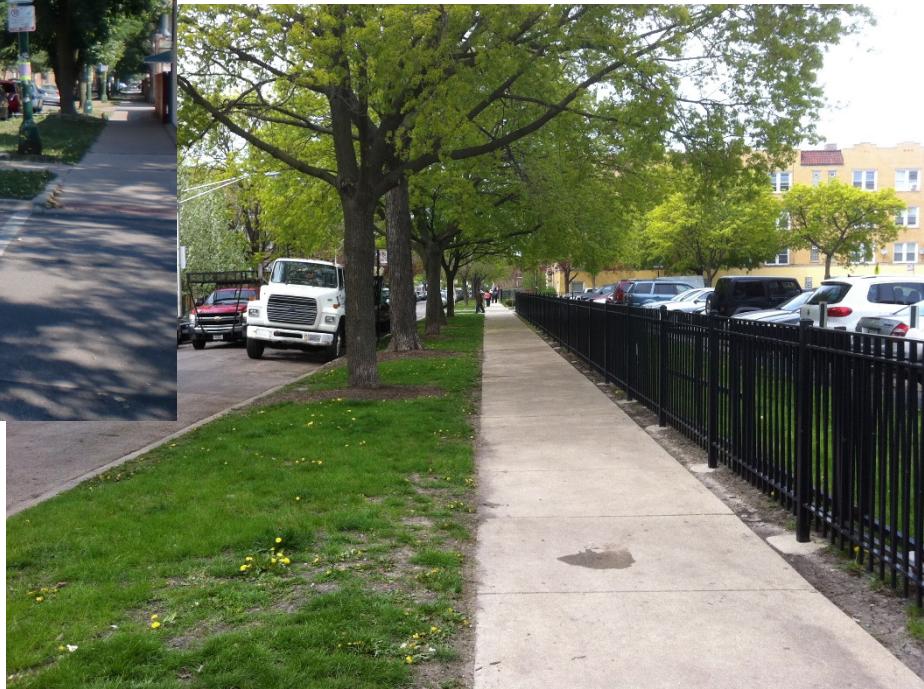
Map Updated: 4/25/2013

Crash Data Source: IDOT 2009 - 2011

Existing Conditions



Existing Conditions



Improvement Types

Pedestrian Realm:

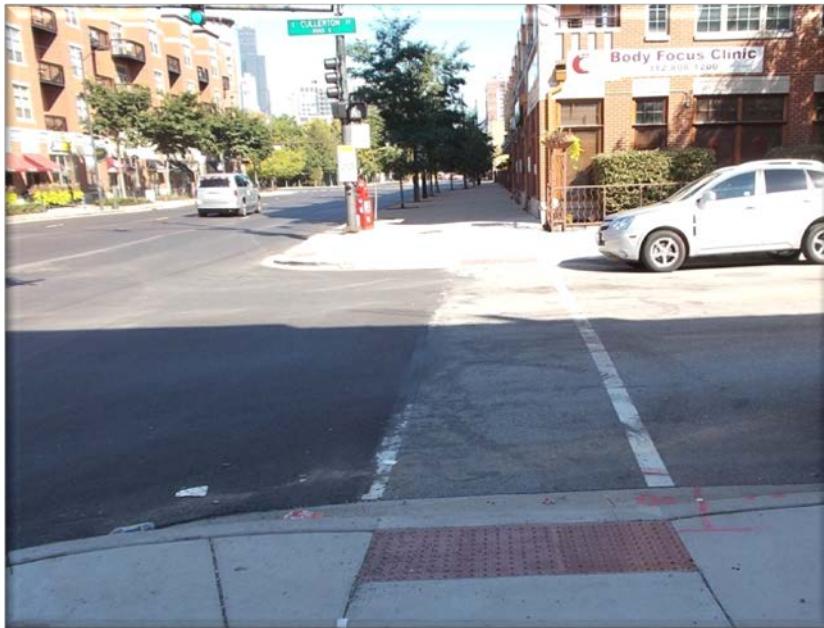
- Crosswalk improvements
- Parkway Trees - Separate Pedestrians from Traffic
- Sidewalk Improvements
- Bicycle Racks
- ADA Ramps (at selected locations)

Traffic Realm:

- Pedestrian Crossing Safety
- Driver Speed Feedback Signs
- Improved Signage
- Designated Drop-off Area
- Updated Pavement Markings

Pedestrian Accommodations

Typical crosswalk



High Visibility crosswalk



Improved Signage



S1-1

W16-9P



S1-1

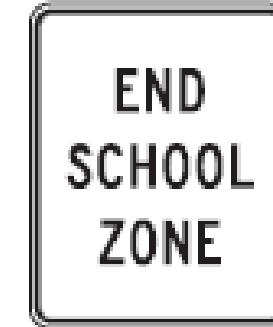
W16-7P

School Speed
Limit Assembly



S4-3P

R2-1



Pavement Markings

- Define Crosswalks and Stop Bars
- Increase Visibility
- Identify Enforcement Zone
- Reduce Parking Confusion
- Mark “Safety Zone”
- Encourage motorist to slow and watch for children.

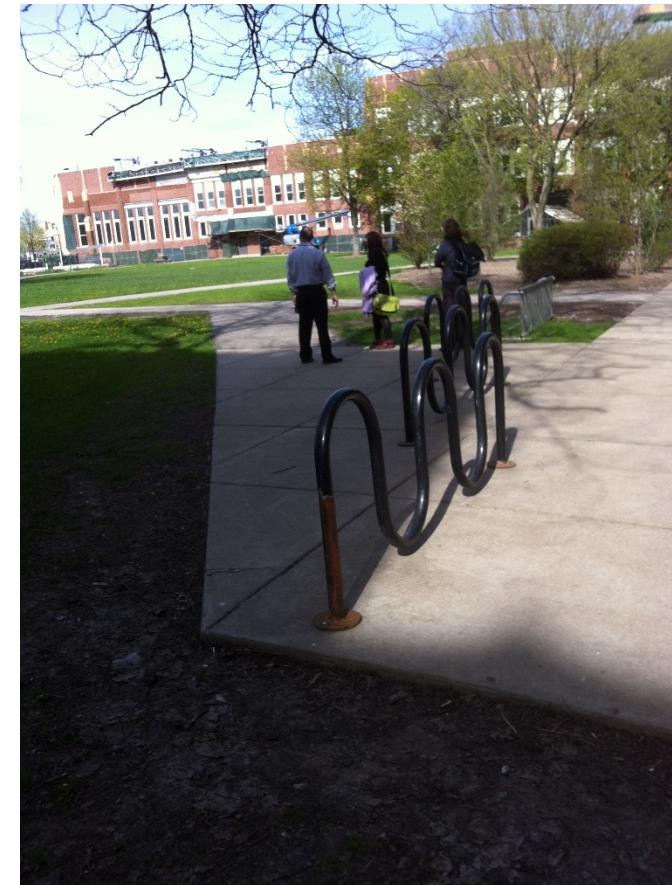


Bicycle Racks

Typical Bike Rack



Existing Bike Rack at Roosevelt



Parkway Trees

- Separates Pedestrians from Traffic
- Aesthetics Beautification
- Installations
 - Along Kimball Ave. between Eastwood and Lawrence



Driver Speed Feedback Signs

- Define Enforcement Zone
- Reduce Speeds around School
- Immediate Awareness
- Data Records
- Installations
 - Along north and south Kimball Ave between Wilson and Leland



Speed Humps

- Speed Humps
 - Residential Streets only
 - Reduce Speeds around School
 - Limit Traffic Volumes
 - Visual Warning



- Installation
 - Along St . Louis Ave. between Wilson and Leland
 - Along Wilson Ave. between St. Louis and Kimball
 - Along Leland Ave. between St. Louis and Kimball

Chicago Safe Routes to High School

Next Steps

- Community meetings
- Environmental review spring 2014
- Review data and implement changes and/or improvements
- Plan and Specification Preparation Summer 2014
- Construction and enhancements



Please Provide Comments and

Thank You

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